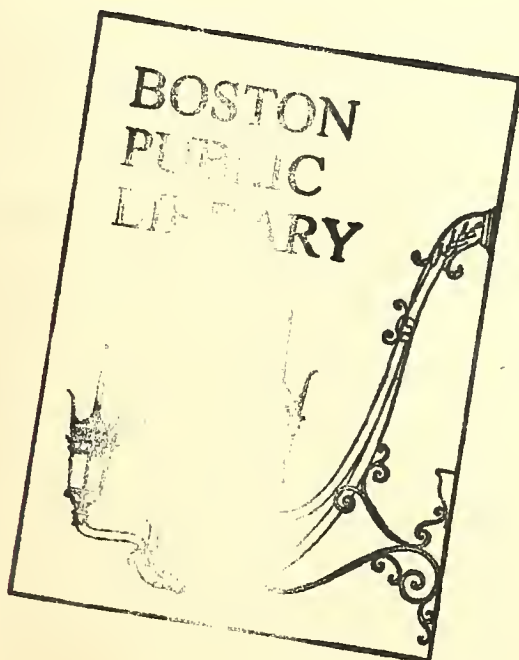


BRA

2465

THE CHARLESTOWN NAVY YARD

DESIGN GUIDELINES FOR REUSE



PROGRAM

The Charlestown Navy Yard, A National Register Property and one of the Nation's oldest shipbuilding facilities, was closed in 1974. The site containing 130 acres of prime waterfront land and over forty buildings of historic and architectural significance became available for new uses.

Recognizing the historical, architectural, and locational value of the site, specific planning and design controls have been established to guide the implementation of a mixed-use development program that will include residential, commercial, institutional, recreational and light manufacturing uses.

The guidelines summarized in this document are intended to provide a framework for making decisions which will determine the pattern of development in the Navy Yard during the next 10 years. They are addressed (1) to the City, who will be responsible for designing and building the infrastructure and (2) to prospective developers of restored, rehabilitated and new buildings.

OBJECTIVES

The primary objective of this effort is to maximize the conservation of the historic and architectural character of the site while adapting the existing resource to new and economically viable purposes.

It is the intent neither to re-create the impression of an earlier time nor to expunge all evidence of the area's industrial past. The origins and significance of the Shipyard have provided the basis for decisions on what existing elements should be retained. They also offer precedents for solutions to contemporary design problems associated with economic revitalization of the site.

SIGNIFICANCE OF THE PROJECT

The Charlestown Navy Yard is the largest property to be transferred under the terms of the Historic Monument Provisions of the Surplus Property Act. The project affords Boston an enviable opportunity to recycle a dramatic and dormant industrial area into a vibrant and attractive place to live, work and play.

These guidelines will ensure that the resulting collection of both new and restored buildings, surrounded by an environment that interprets the historic character of the site, will be a place of singular value to the city and the nation.

Chas Navy Yd.
B65R
1980

THE CHARLESTOWN NAVY YARD

DESIGN GUIDELINES FOR REUSE

PROGRAM

The Charlestown Navy Yard, A National Register Property and one of the Nation's oldest shipbuilding facilities, was closed in 1974. The site containing 130 acres of prime waterfront land and over forty buildings of historic and architectural significance became available for new uses.

Recognizing the historical, architectural, and locational value of the site, specific planning and design controls have been established to guide the implementation of a mixed-use development program that will include residential, commercial, institutional, recreational and light manufacturing uses.

The guidelines summarized in this document are intended to provide a framework for making decisions which will determine the pattern of development in the Navy Yard during the next 10 years. They are addressed (1) to the City, who will be responsible for designing and building the infrastructure and (2) to prospective developers of restored, rehabilitated and new buildings.

OBJECTIVES

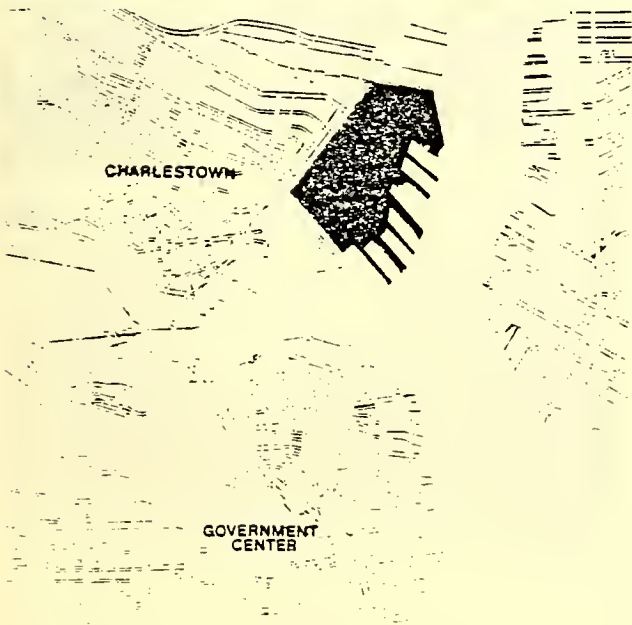
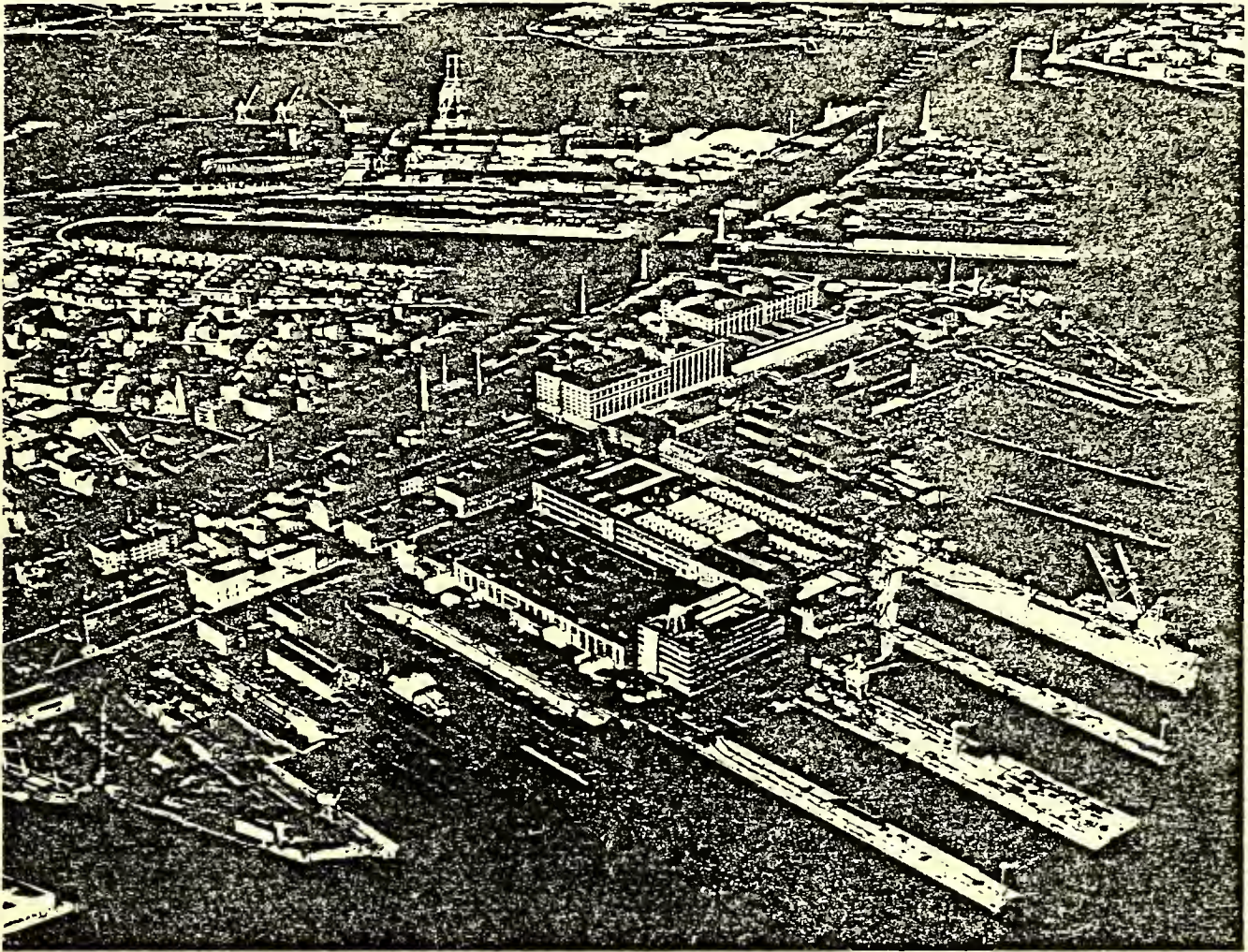
The primary objective of this effort is to maximize the conservation of the historic and architectural character of the site while adapting the existing resource to new and economically viable purposes.

It is the intent neither to re-create the impression of an earlier time nor to expunge all evidence of the area's industrial past. The origins and significance of the Shipyard have provided the basis for decisions on what existing elements should be retained. They also offer precedents for solutions to contemporary design problems associated with economic revitalization of the site.

SIGNIFICANCE OF THE PROJECT

The Charlestown Navy Yard is the largest property to be transferred under the terms of the Historic Monument Provisions of the Surplus Property Act. The project affords Boston an enviable opportunity to recycle a dramatic and dormant industrial area into a vibrant and attractive place to live, work and play.

These guidelines will ensure that the resulting collection of both new and restored buildings, surrounded by an environment that interprets the historic character of the site, will be a place of singular value to the city and the nation.



Site

The Shipyard is strategically located adjacent to the main channel of Boston's harbor, the Charlestown community, the recently created U.S.S. Constitution National Historic Site and less than one mile from Boston's Central Business District.

The entire site, because of its historical and architectural significance has been designated a National Historic Landmark and listed on the National Register of Historic Places.

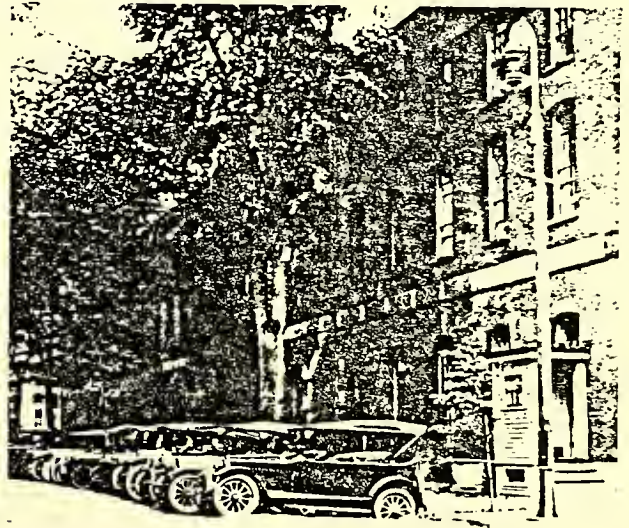
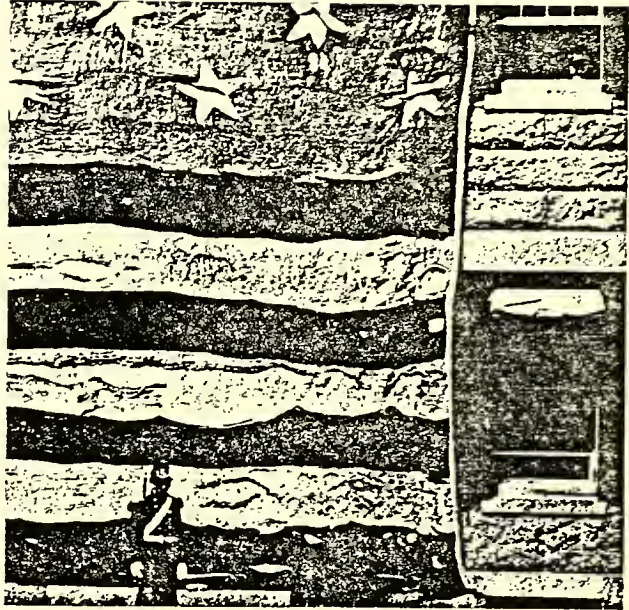
History

From 1800 to 1974 the Boston Naval Shipyard at Charlestown was a military installation involved in the building, repair and conversion of ships, the production of arms and the manufacture of rope and chain for the entire U.S. Navy.

The first warship of the U.S. Navy was constructed at Charlestown. It was here that the first screw steamship and the first torpedo boat were built. The Navy's first iron-clad vessel, the Merrimac, was built at the Charlestown yard, as was the Hartford, Admiral Farragut's flagship at the battle of Mobile Bay. The USS Constitution was the first and last ship to be overhauled in Dry Dock 1 at the Yard, and has been moored here intermittently since the War of 1812.

During World War I the Navy Yard was the chief administrative center for the North Atlantic fleet and during World War II, 165 ships (all over 100 feet long) were built at Charlestown.

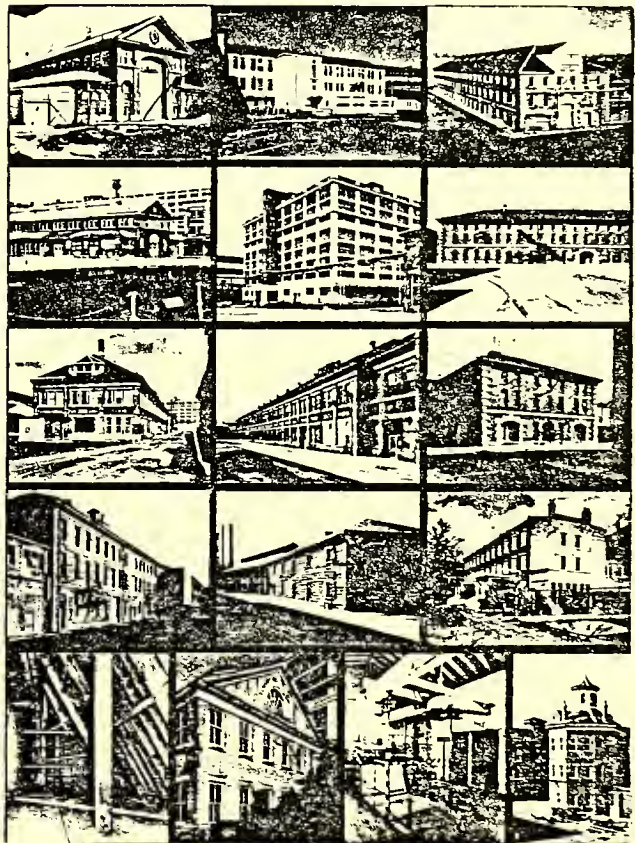
The historic importance of the site precedes its use as a shipyard. It was this location, then called Moulton's Point, where the British landed for their assault on the Patriots in the 1775 Battle of Bunker Hill.





Significance

The Shipyard structures illustrate many building types and several phases of 19th and 20th century architectural styles. Early 19th century residential examples exist as well as later industrial buildings and World War II "temporary" shed structures. Many are of architectural merit, and some are of very great significance. The construction dates fall roughly into five periods, which generally coincide with major wars of the two centuries. As well as illustrating popular building styles, the Shipyard structures exhibit the increasing size and capacity of industrial structures permitted by changes in technology.

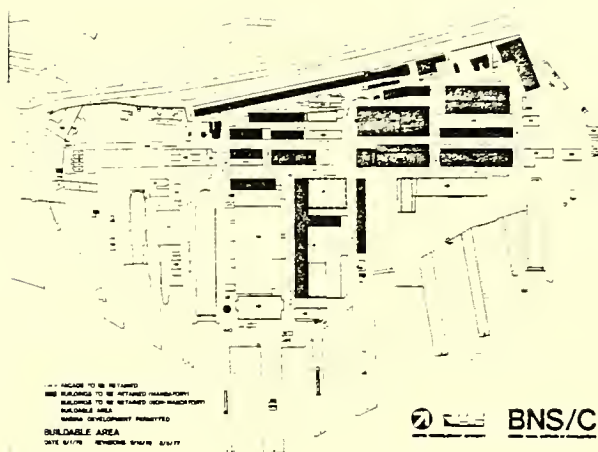




General Guidelines

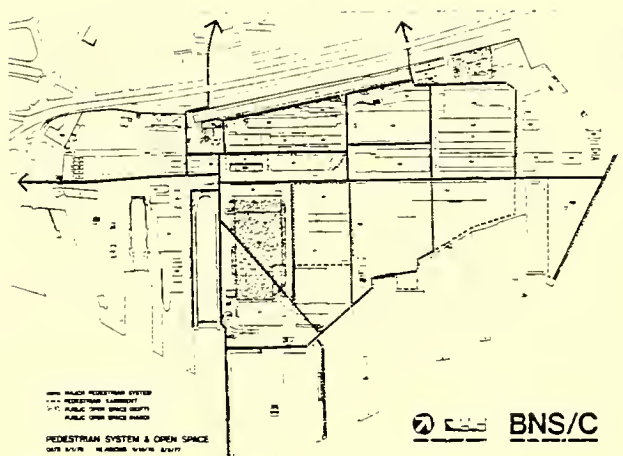
BUILDABLE AREA

Buildings of historic and architectural significance have been identified and will be retained and rehabilitated subject to specific building guidelines. Each new development parcel will be subject to specific design and use controls.



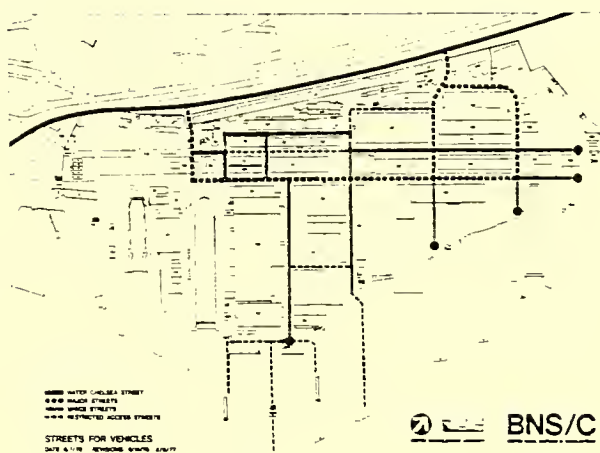
PEDESTRIAN AND OPEN SYSTEM

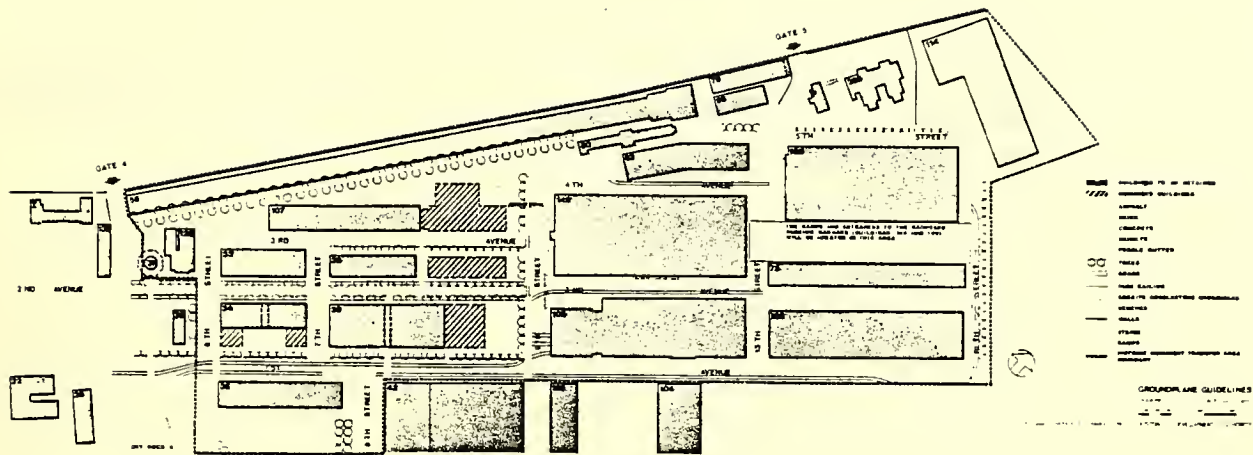
Pedestrian pathways create logical routes from origins to destinations which are significant to the public at-large. These pathways should offer facilities and amenities for lingering and browsing, for meeting people and being met, and for simply enjoying the passing scene. The key elements of the open space system are (1) the Shipyard Park (2) Flirtation Walk and Second Avenue and (3) the pedestrian easement, Pier 6 and the Shipways.



STREETS FOR VEHICLES

Three categories of streets provide clear and adequate access for automobiles, buses, and service vehicles. Major streets carry the bulk of the traffic to and from the Yard at Gates Four and Five and along First Avenue. Minor streets are primarily residential in character with cul-de-sacs designed to preserve the water's edge for pedestrian activity. A third type of street is primarily pedestrian oriented and designed to provide only limited vehicular access for housing and marina uses.





The layout of streets, walks, steps, platforms and landscaped areas shall be maintained and/or re-established wherever possible. Consideration shall be given to alterations if it can be shown that better site circulation is necessary and that the changes shall not alter the integrity of the historic plan.

Streets and open spaces of historic significance shall be rehabilitated and designed to re-establish their historic character. The design shall be based on evidence contained in historic photographs and plans.

Streets and new open spaces for which there is no historic documentation shall be designed to complement the overall historic character of the Shipyard in layout, materials and visual qualities as specified on the accompanying Groundplane Guidelines Plan.

New streets and open spaces should be designed to retain historic and existing axial vistas: 1st Avenue, 2nd Avenue, 6th Street, 9th Street, and Flirtation Walk.

New additions or alterations to open space areas shall not disrupt the essential form and integrity of buildings and streets and shall be compatible with the size, scale, color, material and character of the buildings and streets.

Deteriorated groundplane elements shall be repaired wherever possible rather than replaced or removed. When replacement is necessary, it shall be based on actual or documented evidence of historic elements or materials.



Public Park

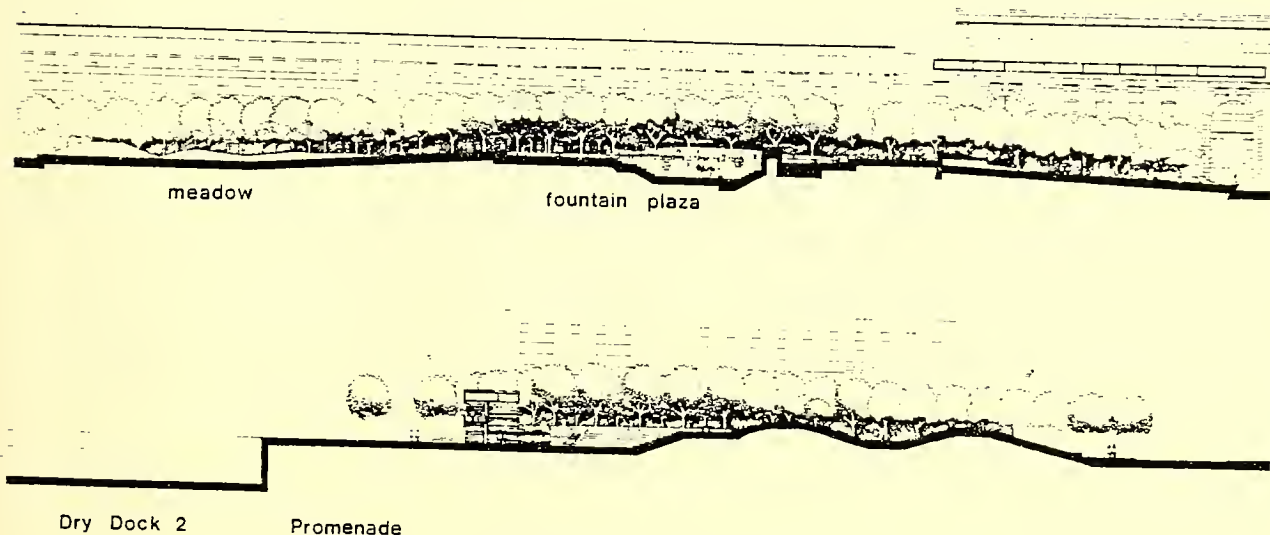
The Park will become an integral part of the daily life of the Charlestown community. The programming and design of the Park have been developed to provide pleasure in the outdoors with a variety of recreational opportunities for families, young adults, the elderly, and the handicapped. At the same time, the Park will promote knowledge of and interest in the sea, nature and history and provide relief from busy urban environment. Appreciation of water, scenic views and the creation of varied recreational opportunities were the predominant considerations in the Park design.

A fountain plaza is the focus of the Park and will serve as a main gathering and sitting place. The Plaza includes a large fountain, and a pavillion. The entire plaza has an irregular shape and is formed as a series of platforms and terraces.

The Children's Play Area was designed for children aged 18 months to 12 years. The space will contain play equipment and a spray and wading pool. The play area will offer opportunities for climbing, digging, wading, sliding and creative play.

Meadows surrounded by trees and large enough for energetic activities have edges formed in knolls and berms for sitting and watching. Carefully selected native New England plant species will be represented in a botanical garden. A small area within the garden will be designed as a Garden where blind persons can stroll on paths between clusters of shrubs and trees. The trees will be tagged in the Braille alphabet.

Dry Dock Two was used for the repair of ships from 1904 to 1974. It is one of the most prominent historic and scenic elements of the Park. It will remain flooded and its maritime artifacts, such as hanging platforms, stairs, lighting fixtures, bollards and chains, piping and cables will be preserved. A 50 foot wide, partly tree-lined promenade around the Dry Dock will allow the Park visitors to stroll around it and enjoy dramatic views of the downtown skyline.





BLDG 42

8 TH STREET

1 ST AVENUE

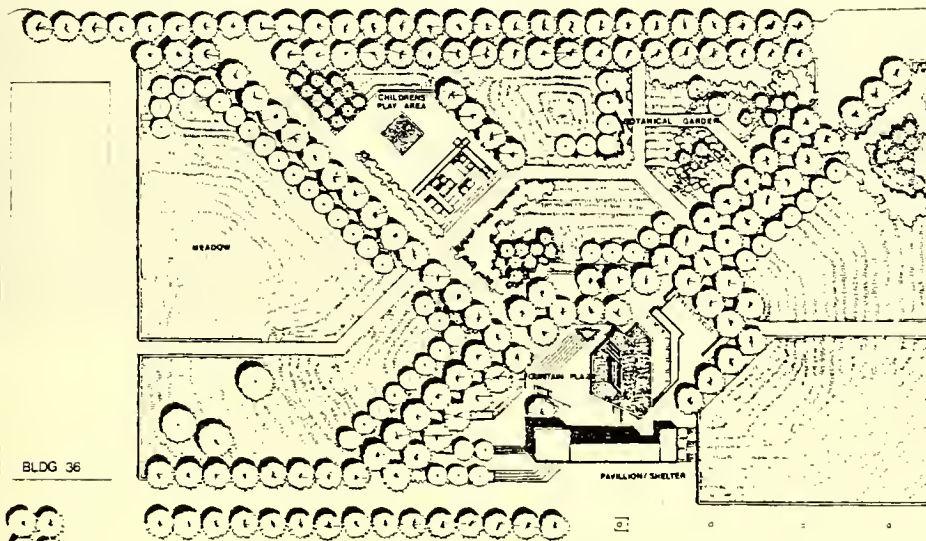
BLDG 36

BLDG 197

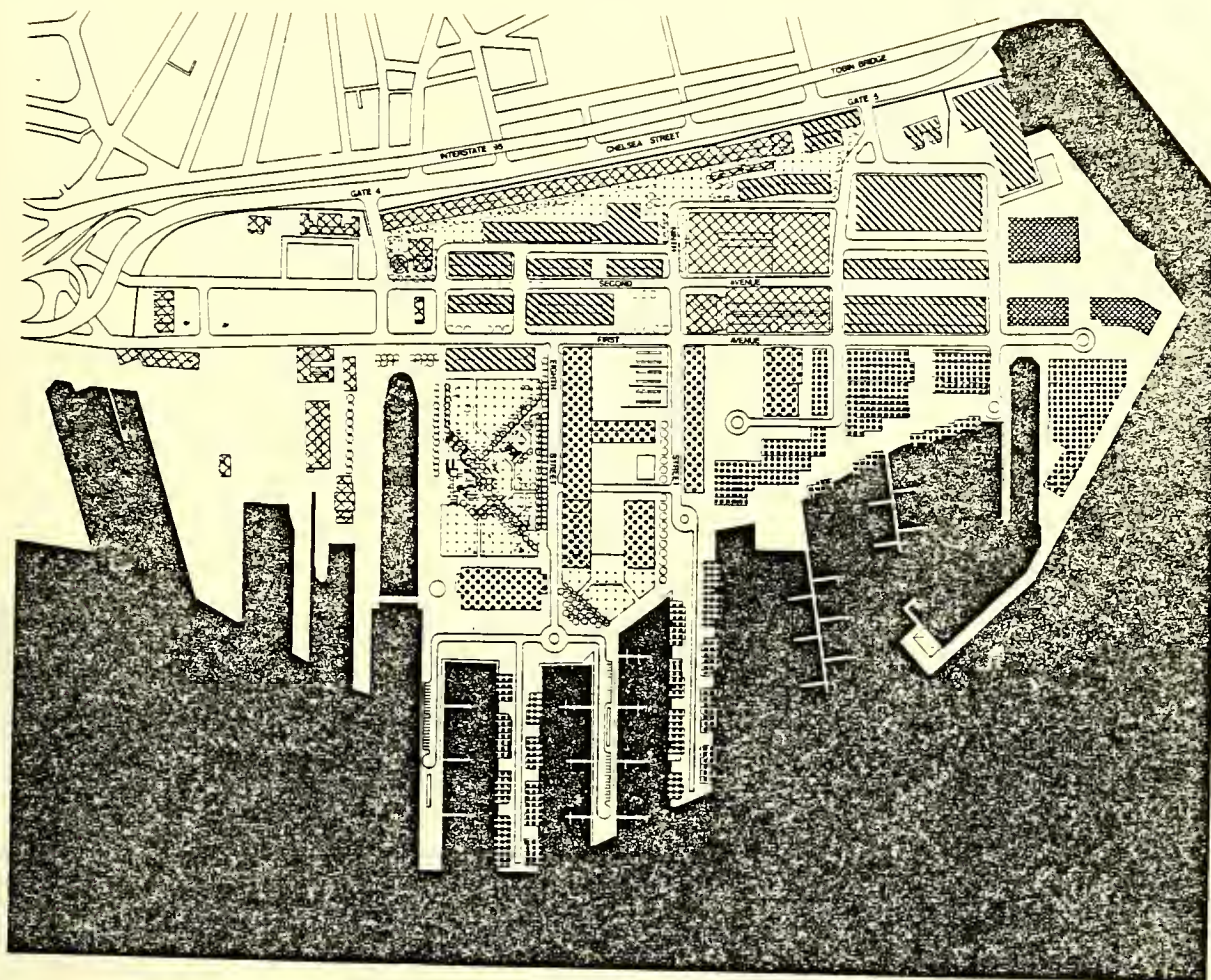
PAVILLION / SHELTER

PROMENADE

Dry Dock 2







-  New Housing
-  Rehab Housing
-  Mixed Use
-  Institutional
-  Public Open Space
-  Light Industrial

Development Program

A mixed-use development program will include residential, commercial, institutional, recreational and light manufacturing uses.

HOUSING

Six hundred units located in four recycled historic structures; and six hundred units located in new townhouse and mid-rise buildings.

MIXED USE

80,000 square feet of ground level commercial, with upper level office and residential uses.

INSTITUTIONAL

600,000 square feet of institutional uses including interpretive museums and a College of Art.

HOTEL AND CONFERENCE CENTER

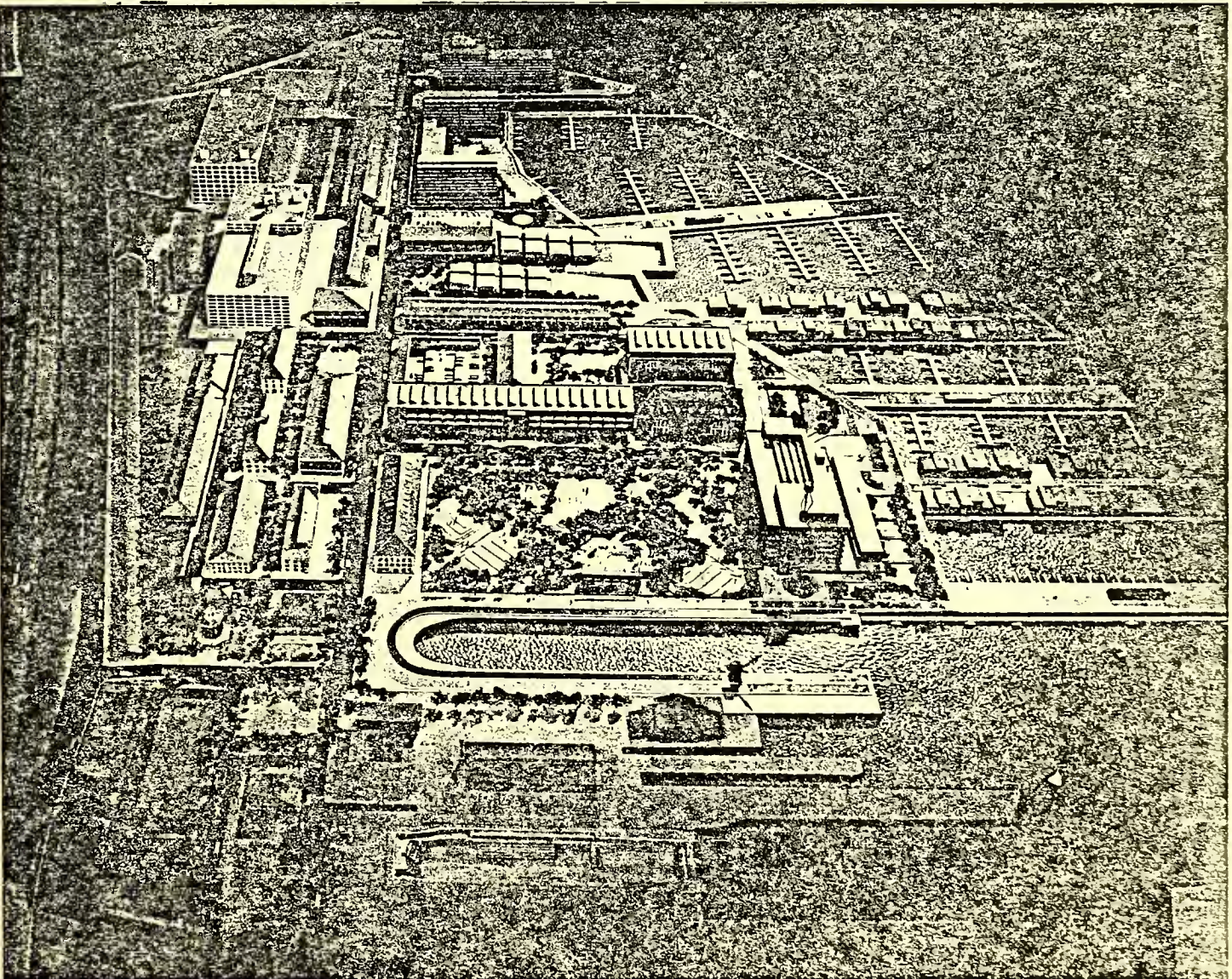
Five hundred rooms.

PUBLIC OPEN SPACE

Sixteen-acre public park, five hundred boat marina and a network of pedestrian spaces including a continuous waterfront esplanade.

LIGHT INDUSTRIAL

250,000 square feet of labor-intensive light industry.





Chas Navy Yd
B65R
1980

AUTHOR

The Charlestown Navy Yd

TITLE

DATE
LOANED

BORROWER'S NAME

